

ADVERTISE!

The Best Medium for
Advertising
in the Colony is
THE 'CHINA MAIL.'
THE POPULAR AND LEADING PAPER.

The China Mail.

ESTABLISHED 1845.

No. 11,651

號四十月七年百九千一英

HONGKONG, SATURDAY, JULY 14, 1900.

日八十月六年子庚

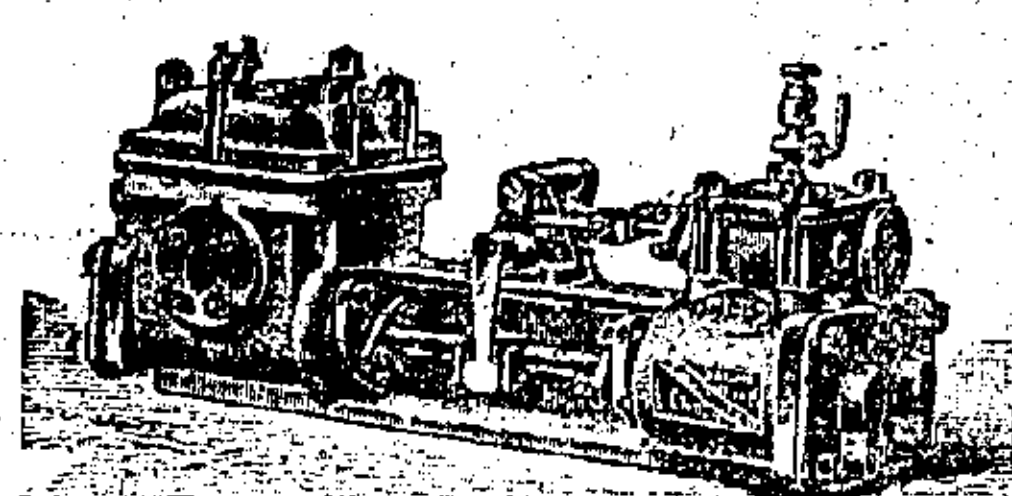
PRICE, \$2.50 Per Month.

Business Notices.

W. S. BAILEY & CO.,
17, PRAYA CENTRAL.
Engineers and General Merchants

SOLE AGENTS FOR CARTER'S DISINTEGRATORS FOR
GRINDING BARK, BEAN CAKE, SANDALWOOD, CORN.
Etc., Etc., Etc.

AMERICAN DRILLING MACHINES FOR HAND OR POWER
DUPLEX AND DIRECT ACTING PUMPS FOR EVERY SERVICE
SHIP'S TELEGRAPHS, SPECIAL SIZES FOR
LAUNCHES.



CHAMPION FORGES, LUBRICATORS,
INJECTORS, EJECTORS,
ENGINE OILS & SOLIDIFIED LUBRICANT,
ENGINE AND BOILER MOUNTINGS,
ASBESTOS AND PUMP PACKINGS.
GENERAL STORES OF EVERY DESCRIPTION.

THE
Peak Hotel.

CITY OFFICE,
7, DUDDELL STREET.
HOTEL ORAIGIEBURN.

PLUNKET'S GAP, THE PEAK,
near the TRAN TERMINUS. Telephone 56.
For Terms,
Apply to the MANAGER. 741

LEE WING. 我
28 & 29, LEE YUEN STREET (WEST),
HONGKONG.

DEALER IN
All Sorts of COPPER, BRASS, STEEL,
IRON WARE, &c.,
Suitable for
SHIP'S ENGINEERS AND HOUSE BUILDERS.
Hongkong, May 29, 1900. 1237

FOR SALE, as going concern, the
AMOY HOTEL. Well furnished
throughout.
Apply by Letter to 'HOTEL,'
Care of 'CHINA MAIL' Office.
1374

DOOLITTLE AND POLLOCK.
50, LYNDHURST TERRACE, HONGKONG.
AGENTS FOR CHINA
FOR ARMOUR PACKING CO.
are prepared to quote prices, and make
contracts to supply all kinds of CAN-
NED MEATS and BARRICADES
PROVISIONS.
Some Lines of CANNED MEATS
in STOCK
Hongkong, July 10, 1900. 1506

THE WEST POINT BUILDING COM-
PANY, LIMITED.

AN INTERIM DIVIDEND OF ONE
DOLLAR AND FIFTY CENTS per
SHARE for Six Months ending 30th June,
1900, will be PAYABLE on the 31st
Instant, on which date DIVIDEND WAR-
RANTS may be obtained on Application
at the Company's Office.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 28th to
the 31st Instant, both days inclusive.
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Invest-
ment and Agency Co., Ltd.,
General Agents West Point Building
Co., Ltd.
Hongkong July 12, 1900. 1512

THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND OF THREE
DOLLARS SQUARE for the six
months ended 30th June, 1900, being
at the rate of TWELVE Per Cent per
Annum, will be PAYABLE on the 31st
Instant, on which date DIVIDEND WAR-
RANTS may be obtained on Application at
the Company's Office, No. 5 Queen's Road
Central.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 28th to
the 31st Instant, both days inclusive.
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, July 12, 1900. 1517

METZLER



HIGH CLASS ENGLISH PIANOS.

\$450, Payable in one year—Tuning Free.
Not Cash \$400.

The Robinson Piano Co., Ltd.
Absolutely Guaranteed.

OLIVER'S FREEHOLD MINES,
LIMITED.

NOTICE is hereby given that a FINAL
CALL of \$0.50 per SHARE has
been made in respect of the 'B' SHARES
in the above-named Company, and that
said CALL is PAYABLE to the General
Managers on the 15th day of July Next
at the Offices of the Company, 33 and 40,
Queen's Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, May 16, 1900. 1130

FOR IMMEDIATE SALE

A POWERFUL TWIN-SCREW
RIVER STEAMER, very suitably
fitted to carry large number of Passengers
and Cargo.

For Particulars, apply to
BANKER & Co.
Hongkong, July 13, 1900. 1526

NOTICE

WE have this Day Established Our-
selves in Business under the Firm
Name of

WILSON & WILSON,
as GENERAL PASSENGER BROKERS
and COMMISSION AGENTS.
J. J. SPOONER,
H. WILSON.
Hongkong, July 13, 1900. 1531

Kinghorn & Macdonald.
Consulting Mechanical Engineers
and Surveyors,
CONTRACTORS FOR THE SUPPLY OF ALL
KINDS OF MACHINERY AND
APPLIANCES.

ICE MAKING
MESSRS. KINGHORN AND MAC-
DONALD having been appointed
SOLE AGENTS for Messrs. J. and E. HALL'S
PATENT REFRIGERATING MACHINERY, are
prepared to supply Estimates, Plans and
Specifications for all sizes of Machines.
Address, Praya Central, under Hong-
kong Hotel.
Telephone No. 143.
Telegrams: 'KINGHORN,' Hongkong.
A. E. C. & Co. Cables used.
JOHN W. KINGHORN,
M.I.M.E., M.I.Mech.-E., London.
DONALD MACDONALD,
Hongkong, May 28, 1898. 1063

CARMICHAEL & BARLOW.
Consulting Engineers, Surveyors and
Contractors,
QUEEN'S BUILDINGS.

DESIGNS and Specifications Prepared
for any Class of STEAMERS, LAUNCHES
and LIGHT DRAGON VESSELS, a Specialty.
Contractors for the supply and erecting of
any Type of Machinery. New Work and
Repairs Supervised.

New and Second-hand LAUNCHES FOR SALE.
Telegrams: 'CELESTE,' Hongkong.
Telephone 232.
H. F. CARMICHAEL,
B. J. BARLOW.
Hongkong, April 1, 1899. 807

Not Responsible for Debts.

NEITHER the Captain, Agents, nor
Owners will be Responsible for any
Debts contracted by the Officers or Crew of
the following Vessels, during their stay in
Hongkong Harbour:
RICKMAN RICKMAN, German ship, Capt.
Zaake. Arrived, Kaitang & Co.
SINAMA FERRAZ, British ship, Captain
Farmer. Arrived, Kaitang & Co., Ltd.
T.M. O'SHEA, American ship, Capt.
Barlow. Arrived, Kaitang & Co.

TRAVELLERS' SAMPLES.
OPERA, FIELD, and MARINE
GLASSES, TELESCOPES, COM-
PASSES, &c., to be SOLD at Cost.

Care of ROBINSON PIANO Co., Ltd.
Hongkong, July 13, 1900. 1525

THE PUNFON MINING COMPANY
LIMITED.

IN consequence of the necessity for heavy
repairs to the Mill, and the temporary
absence of Water power caused by the
carrying away of the embankment of the
Reservoir, very little crushing of ore has
been done this year; and as the windings
of Gold have not been sufficient to pay car-
rent expenses, salaries, cost of repairs, cost
of new Reservoir, and prospecting the
Directors find it necessary to make the
final Call of One Dollar per Share; and
accordingly—
Notice is hereby given that at a
MEETING of the Board of Directors
of the Company, held at the Company's
Office, No. 4, Praya Central, Victoria
Hongkong, on TUESDAY, the 28th day of
June, 1900, the following Resolution was
passed:
That the final CALL of ONE DOLLAR
per SHARE upon all the Holders of
Ordinary Shares in the above Com-
pany's capital of all the Shares held
by them in the above Company be
and the same is hereby made. Such
Calls to be paid to the Company by
their Bankers, the HONGKONG AND
SHANGHAI BANKING CORPORATION,
at their Premises, Queen's Road
Central, Victoria, Hongkong, on or
before the 15th day of August, 1900.
And Notice is also given that in accordance
with Article 24 of the Company's
Articles of Association, interest will be
charged as from the said 15th day of August,
1900, at the rate of 10 per centum per
annum, upon all Calls remaining unpaid
after the said 15th day of August, 1900, up
to the actual dates of payment of the same.
Shareholders are particularly requested to
note that upon presentation at the Office
of the Company of the Bankers' receipt for
Payment of the Call, together with the
Certificate of the Share, an endorsement to
that effect will be made upon the Certificate.
By Order of the Board of Directors,
W. H. GASKELL,
Secretary.
Hongkong, July 6, 1900. 1401

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**

TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every quarter of
an hour.
8.30 a.m. to 9.30 a.m. Every ten minutes.
9.30 a.m. to 10.45 a.m. Every quarter of
an hour.
11.30 a.m. to 3.00 p.m. Every quarter of
an hour.
3.30 p.m. to 6.30 p.m. Every quarter of
an hour.
6.30 p.m. to 8.00 p.m. Every 15 minutes.
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
Extra cars at 11.30 and 11.45 p.m.
SUNDAYS.
8.15 a.m. to 10.15 a.m. Every half hour.
10.30 a.m. to 11.00 a.m. Every ten mi-
nutes.
Noon to 2 p.m. Every quarter of an hour.
2.45 p.m. to 4.00 p.m. Every quarter of
an hour.
6.30 p.m. to 8.00 p.m. Every 15 minutes.
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by Arrangement at the
Company's Office, 30 and 40, Queen's Road
Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, May 1, 1899. 1097

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,
4, PRAYA CENTRAL
(NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION,
BOILER COMPOSITION,
ENGINE AND OTHER OILS,
ALWAYS KEPT IN STOCK.
ALL ARTICLES OF FIRST-CLASS QUALITY.



BRADLEY & Co., Managers.
JOHN BROWN HILL, Superintendent.

SUMMER GOODS.

SUN HATS

HOSIERY AND UNDERWEAR.

SOFT SHIRTS,
BATHING COSTUMES,
WASHING TIES.

LANE, CRAWFORD & CO.



G. H. MUMM & CO'S

EXTRA DRY **CHAMPAGNE.**

Agents: SHEWAN, TOMES & Co.,

For Hongkong, Shanghai and Japan.

ASK FOR FERGUSON'S

P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD
HIGHLAND WHISKY.

FERGUSON'S

SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland,
and avoid absolutely of all deleterious matters.

THE CREME DE LA CREME OF
WHISKIES.

PURE AND MILD.

Sole Importers,

F. BLACKHEAD & Co.

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS FROM
'LA INSULAR' AND 'LA PERLA DE ORIENTE' FACTORIES.

J. M. DE ZUNIGA.

Entrance by Ten House Street, (New Victoria Hotel)

THE PHARMACY.

10 Queen's Road Central, Hongkong.

ENGLISH and FOREIGN PATENT MEDICINES. Prescriptions carefully
dispensed by a qualified CHEMIST. Special attention to FRENCH and other
FOREIGN FORMULAE.

SOMERVILLE'S EXPORT AND 'GLENDOUR' WHISKIES

PORTSOY HIGHLAND WHISKY (PURE MALT)

MANILA CIGARS.

Manager, RICHARD FLINT

'KIRIN.'

A Delicate

Lager.

THE CELEBRATED BEER OF
JAPAN.

QUARTS, \$2.50 per dozen

PINTS, \$1.75 do

W. HUTTON POTTS

Sole Agent for Hongkong

Sole Agent for Hongkong

Business Notices.

THE SUMMER HAS COME
AND SO HAVE
Watkins' Aerated Waters.

But the latter have come to stay.

OUR

SODA, POTASH, TONIC, RASPBERRYADE,

SARSAPARILLA, LEMON-SQUASH, SELTZER, LITHIA,

SANTHARIS, LEMONADE, BELFAST GINGER-ALE,

ZOEDEONE, AND GINGER BEER

are second to none. Our machinery being of the very newest

design we are enabled to turn out the best article.

Watkins Limited.

GREEN ISLAND CEMENT CO., LTD.

Portland Cement.

In casks of 375 lbs net \$5.00 per cask, ex Factory.

In bags of 250 lbs net \$3.00 per bag, ex Factory.

Factories—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed

Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,

GENERAL AGENTS.

MUSICAL DEPARTMENT.

SELECTED SELECTION OF PHONOGRAPH RECORDS, J.C.B.

RECORDED. ALL THE LATEST COMIC SONGS, DANCES, ETC.

PHONOGRAPHS

RECORDS

3 Beautiful MUSICAL BOXES, in perfect condition to be

Sold at Cost Price.

Exclusive Sale of American Organs, at great reduction.

We hold the finest selected Stock of Pianos, Organs, Violins, Guitars, Banjos,

and other Musical Instruments in the East. Kindly inspect before purchasing elsewhere.

Tunings either Single or by Contract.

LANE, CRAWFORD & Co.,

HONGKONG.

COTTAM & CO.

UNDER HONGKONG HOTEL.

NEW GOODS.

HATS. SHIRTS. COLLARS. SCARVES.

WHITE CANVAS BOOTS AND SHOES, Etc., Etc.

WHISKIES

SCOTCH

Very Old Glenlivet.

Very Old Highland Blend.

Monarch of the Glen.

Way Fong's Blend.

EXTRA SPECIAL FINEST LIQUEUR.

O. D. S. (very choice)

Very Old Scotch Whisky.

Having a Branch House in Glasgow we are enabled to secure well

Matured Old Malt Whiskies of exceptionally good value.

CALDECK, MACGREGOR & Co.,

Wine and Spirit Merchants.

Wine and Spirit Merchants.

Wine and Spirit Merchants.

MEMOS FOR TO-MORROW.
Shipping.

Daylight—Tamsui Maru leaves for Swatow.

MEMOS FOR MONDAY.
Shipping.

1 p.m.—French Mail steamer Sydney leaves for Port of Call, and Europe.

Miscellaneous.

Goods per *Kong Albert* undelivered after this date subject to rent.Goods per *Lightning* undelivered after 2 p.m. this date landed.

General Memoranda.

THURSDAY, July 19.—Goods per *Shanghai Maru* not cleared after this date subject to rent.FRIDAY, July 20.—Goods per *Poulo* not cleared before noon subject to rent.SATURDAY, July 21.—Goods per *Friede* undelivered after this date subject to rent.

WEDNESDAY, July 25.—3 p.m.—Meeting of Shareholders of the United Asiatic Oriental Agency, Ltd., at the Company's Office, Queen's Buildings.

Exchange.

HONGKONG, July 14, 1890.

On London ... 1/11 1/2

On demand ... 1/11 1/2

On 30 days sight ... 1/11 1/2

On 4 months sight ... 1/11 1/2

On 6 months sight ... 1/11 1/2

On 9 months sight ... 1/11 1/2

On 12 months sight ... 1/11 1/2

On 15 months sight ... 1/11 1/2

On 18 months sight ... 1/11 1/2

On 21 months sight ... 1/11 1/2

On 24 months sight ... 1/11 1/2

On 27 months sight ... 1/11 1/2

On 30 months sight ... 1/11 1/2

On 33 months sight ... 1/11 1/2

On 36 months sight ... 1/11 1/2

On 39 months sight ... 1/11 1/2

On 42 months sight ... 1/11 1/2

On 45 months sight ... 1/11 1/2

On 48 months sight ... 1/11 1/2

On 51 months sight ... 1/11 1/2

On 54 months sight ... 1/11 1/2

On 57 months sight ... 1/11 1/2

On 60 months sight ... 1/11 1/2

On 63 months sight ... 1/11 1/2

On 66 months sight ... 1/11 1/2

On 69 months sight ... 1/11 1/2

On 72 months sight ... 1/11 1/2

On 75 months sight ... 1/11 1/2

On 78 months sight ... 1/11 1/2

On 81 months sight ... 1/11 1/2

On 84 months sight ... 1/11 1/2

On 87 months sight ... 1/11 1/2

On 90 months sight ... 1/11 1/2

On 93 months sight ... 1/11 1/2

On 96 months sight ... 1/11 1/2

On 99 months sight ... 1/11 1/2

On 102 months sight ... 1/11 1/2

On 105 months sight ... 1/11 1/2

On 108 months sight ... 1/11 1/2

On 111 months sight ... 1/11 1/2

On 114 months sight ... 1/11 1/2

On 117 months sight ... 1/11 1/2

On 120 months sight ... 1/11 1/2

On 123 months sight ... 1/11 1/2

On 126 months sight ... 1/11 1/2

On 129 months sight ... 1/11 1/2

On 132 months sight ... 1/11 1/2

On 135 months sight ... 1/11 1/2

On 138 months sight ... 1/11 1/2

On 141 months sight ... 1/11 1/2

On 144 months sight ... 1/11 1/2

On 147 months sight ... 1/11 1/2

On 150 months sight ... 1/11 1/2

On 153 months sight ... 1/11 1/2

On 156 months sight ... 1/11 1/2

On 159 months sight ... 1/11 1/2

On 162 months sight ... 1/11 1/2

On 165 months sight ... 1/11 1/2

On 168 months sight ... 1/11 1/2

On 171 months sight ... 1/11 1/2

On 174 months sight ... 1/11 1/2

On 177 months sight ... 1/11 1/2

On 180 months sight ... 1/11 1/2

On 183 months sight ... 1/11 1/2

On 186 months sight ... 1/11 1/2

On 189 months sight ... 1/11 1/2

On 192 months sight ... 1/11 1/2

On 195 months sight ... 1/11 1/2

On 198 months sight ... 1/11 1/2

On 201 months sight ... 1/11 1/2

The China Mail.

HONGKONG, SATURDAY, JULY 14, 1900.

The report that we published on July 6, of the terrible massacre in Peking, is at last to a certain extent confirmed. Dis-

believed at first, then doubted, it is now at last almost certain that the fearful

story was true nearly in every detail. The

little garrison, worn out by long fighting,

with its store of food exhausted and its

last cartridge expended, was overborne by

a savage horde and we are very much

afraid almost every one ruthlessly slaugh-

tered. The first wave of horror that

passes over every hearer is succeeded by a

fierce thirst for vengeance. It seems now

time to distinguish between soldiery and

doctors, or to apportion the blame between

a feeble government and fanatical rebels.

We cannot forget that Admiral Seymour's

force was turned back from the gates of the

city by Imperial troops, implying that the

Government accepted the responsibility of

protecting the diplomats when it detained,

not that immediately thereafter Baron von

Ketteler was brutally murdered on his

way to consult with the Tsungli Yamen.

These things, added to the murder of a

submarine officer of the Japanese Legation

a few days previously, were atrocious sins,

and yet not altogether beyond the reach of

diplomatic adjustment and heavy com-
pensation. But the present outrage is far

different in kind as well as in degree.

A government may overestimate its power

of keeping the peace in its streets and

protecting passengers from the assault

of a riotous mob, but if in the capital

city of an empire it is permitted

to attack and annihilate refugees be-

hind walls, this argues the conviction of

the executive, and no plea of weakness can

protect such a government from the wrath

of the civilized world. The first thought

that arises is that the wiser must be

burnt out. Every Chinese ambassador in

Europe, the United States and Japan must

receive his passports forthwith. Diplo-

matic relations must be broken off, and the

20th year of the Great Pure Dynasty must

be its last. A St. Helena must be found

for the Emperor Tzu Tai, for Prince Tuan

and for all those who are responsible for

the manufacture of this Frankenstein of anti-

foreign conspiracy. The forbidden city

must be laid waste and the Imperial palace

ruined to the ground, improving on the

precedent of 1860 in proportion as the pro-

vocation is greater now than then. But it is not

a trait of the English character to translate

into action the first hasty thoughts of horror

and revenge. We take our vengeance

more deliberately, and assuredly it will be

more the less weighty and effective. Ter-

rible as the massacre has been, this is not

the first time we have faced similar cir-

cumstances. Some of us remember Cavri-

gnone, and must of us recall the affair of

Sir Louis Cavagnari and the Legation at

Kabul in 1879. In the first of these cases, the

roughness was the characteristic of the

punishment we inflicted. The Nana es-

caped, it is true, but of the instruments of his

atrocities, not one failed to receive his due

measure of severity. In the latter case, how-

ever, the punishment was more deliber-

ate. Though duly deliberate, the chastise-

ment we inflicted must be swift and thorough.

We need not dissociate ourselves from other

nations whose interest is almost as great as

ours in the matter, though we should not

forget that we are most unselfish

and disinterested in our call for jus-

tice than some of the rest. England

seeks no territorial aggrandizement.

We want neither mines nor gold-fields.

It may be necessary for us to seize and

We have already adverted to the works of

the Reformer Hsin Yu Wei, and pointed

out that one of the probable results of his

publication of the list of the parts of China

that have been sliced off, during the last

decade, and given to the different Euro-

pean nations, has been to create a very

force antagonism against all those nations

and hatred of all their works. How far

our attitude is correct, cannot of course be

verified. In the nature of things, how-

ever, there is much to support the assump-

tion. The rapid march of events, and the

swift, sudden and fever-like bursting forth

of this intense and bitter hatred must be

traced to some adequate cause. Probably

these volumes will not fully account for

everything. There are without doubt,

other causes, working simultaneously, and

those we now propose briefly to note.

Our Correspondent from Wuchow, follow-

ing the hints which appeared in semi-offi-

cial foreign placards, suggested that the

people of Chihli rose in rebellion, because

they had been defrauded of their rights in

regard to certain sums of money, promised

them by the Government, in order that the

graves of their ancestors might be removed,

to make room for the new railway. It is

quite likely that there is something in this

suggestion. We know the sensitiveness of

the Chinese on this point, and how easy it

is to create a discontent which will speedily

develop into an outbreak of war. It is

quite probable that the Government ar-

ranged to make some monetary compensa-

tion to the villages concerned, to recom-

pense them for the trouble they would be

put to, and to soothe the feelings of

the people which would be, more or

less hurried by the necessity of the

removing of the bones of their parents.

We know this, on ordinary occasions, and

in occasional transactions of this sort, in

which land containing graves change

owners, monetary compensation is made.

The people must be willing to accept the

situation, and much palaver is necessary,

before the business can be arranged. But

this can be said often is done to the satis-

faction of everyone concerned. Some

amount of tact and silver must be em-

ployed, before this somewhat delicate matter

can be satisfactorily arranged and diffi-

culties be avoided. In regard to the grave-

yards in question, it is quite probable,

and almost certain, that the middlemen,

in whose hands was placed the money in

order that they might arrange the business

amicably, could not and did not allow it

all to pass out of their hands, except into

their own purses and pockets; that in fact

only a comparatively small portion of the

original sum really reached its proper

destination. It is the old tale, too frequently

and too emphatically true of all the ways

of the Chinese middlemen, in which, of all

things, coming whence and going originally

where, it matters not a considerable por-

tion finds its way into their own hands. If

this has happened, and of course it has,

the villages would be sulky, and then enraged.

They would vent their rage, not on the im-

mediate objects of their dislike, the real

agents of their pecuniary loss, but upon the

Europeans, without whom, there would be

no railways, no necessity of removing the

ancient graves, and consequently no

cheating, and subsequent discontent.

Knowing as we do the habits of the Chinese

in these matters, it is so easy and natural,

to reconstruct the series of events which

help to bring about this unfortunate

bridge, or upon a train, or even to kill the

European engineer it will cause pestilence

and famine to carry off the inhabitants who

allowed all this annoyance and confusion

to come into the locality, and disturb the

overlapping rest of *Peng Shui*. The dis-

advantages of railways, according to

popular conception, do not conflict them-

selves to the irritation of the goddess *Peng**Shui*. It may be admitted that they are,

at first, very tangible to the experiences of

many people, who suffer and cannot avoid

it. The man who trundles his antiquarian

wheelbarrow, on one side of which sits the

basket of flowers, and on the other rests a

heap of garlic, sees that he will lose his

means of livelihood, and will not have

whereby to satisfy the primitive needs

of those dependent on him. The boatman,

too, who earns a daily sufficiency of food

to keep body and soul together, sees even

this little vanishing from his reach, as he

contemplates the wonderful capacities of

this new means of conveyance. Just as,

in fact, years ago, the men who manned

the slipper boats that ply between Canton

and Peking, rose and smashed the steam

launches which attempted to interfere with

their trade, and in the time and for many

years, were also desirous to prevent the

introduction of launches, so the people of

the north rose at the introduction of rail-

ways, and only needed some occasion to

destroy both them and their constructors.

Nor must we forget that rumours would

reach the people that Russia, by means of

her railways, had been able to mobilize

large numbers of soldiers into Chinese

territory, and the people needed no morbid

imagination to foresee a repetition of

the same thing within the sacred bound-

aries of the Eighteen Provinces themselves.

When it is asked, why missionaries are,

in some cases, exposed to the same hatred,

and murdered in the same ruthless way,

some reply, that the old Latin phrase

ad rem theologicam will furnish a sufficient

answer. The preachers of Christianity are

sometimes charged with want of tact; they

are condemned because they show zeal

without knowledge, and ride roughshod

over the religious sensibilities of the peo-

ple. Whatever truth there may be in these

strictures, and it must be admitted that

in many cases, those who make them have

not verified them by personal observation,

we venture to think that the hatred of mis-

sionaries, where it exists, on the part of

the Chinese, has its origin in another part,

and is supported by other reasons. Mis-

ADVERTISE

ADVERTISE

ADVERTISE

The Life of Trade.

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for Advertising is

China Mail.

Read by all Classes in the Colony, and undoubtedly the POPULAR & LEADING PAPER.

Established over Half-a-Century.

PRINTING

PRINTING

PRINTING

Artistic Printing

Done with Neatness and Despatch At Moderate Prices.

Programmes.

Company Reports.

Business Circulars.

Bills of Lading, etc.

Under European Supervision

China Mail Office

5 WYNDHAM STREET, HONGKONG.

Shipping.

CHINA NAVIGATION COMPANY, LIMITED.

FOR COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

THE Company's Steamship CHINGTUNG.

Captain WILLIAMS, will be despatched on TUESDAY, the 17th Inst., at 10 a.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRIA are available for Return by the Steamers of the Eastern and Australian S. S. Co., and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, July 14, 1900. 1355

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship SINGANG.

Captain THOMAS will be despatched as above on THURSDAY, the 19th July, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this twin-screw Steamer.

A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, July 9, 1900. 1505

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's New Steamship DIAMANTE.

Captain A. RAMSAY, will be despatched as above on TUESDAY, the 17th Inst., at 5 p.m.

The attention of Passengers is directed to the excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, July 9, 1900. 1504

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship AFGHANISTAN.

will be despatched for the above Port on or about WEDNESDAY, the 18th Inst.

For Freight, apply to DODWELL & Co., Ltd., Agents.

Hongkong, July 13, 1900. 1493

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHIMONOSEKI.

THE Company's Steamship FAKHO.

will be despatched as above on THURSDAY, the 19th Inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, July 7, 1900. 1495

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship STENTOR.

Captain JACKSON, will be despatched as above on TUESDAY, the 24th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 14, 1900. 1342

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship ANPING MAHU.

Captain L. SARTO, will be despatched for the above Ports, on WEDNESDAY, the 26th July, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, July 11, 1900. 1500

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship KAIFONG.

Captain PENNEFATHER, will be despatched as above on WEDNESDAY, the 26th Inst., at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this twin-screw Steamer.

A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, July 13, 1900. 1459

Shipping.

THE OSAKA SHOSHEN KAISHA, LTD.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship TAMSUI MARU.

Captain H. NAGATA, will be despatched for the above Ports on SUNDAY, the 16th Inst., at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, July 9, 1900. 1500

FOR SHANGHAI.

THE Steamship LYEMOON.

Captain G. HUEMMANN, will be despatched for the above Port, on MONDAY, the 16th Inst., at 4 p.m.

This Steamer has superior Accommodation for First and Second-Class Passengers.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, July 12, 1900. 1515

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship CHINGTUNG.

Captain WILLIAMS, will be despatched as above on TUESDAY, the 17th Inst., at 10 a.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines.

A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, July 14, 1900. 1356

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, CALCUTTA, ADEN, SUZ, PORT SAID, TYNE & TRIESTE.

(Taking Cargo at through rates to the Brazils, to South Africa, CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, DEWAT, MALTA, VENICE, and Adriatic Ports).

THE Company's Steamship TRISTE.

Captain A. MITTS, will be despatched as above on TUESDAY, the 17th Inst.

Silk and Valuable are transhipped on arrival at Bombay into unexcelled liner.

For information as to Passage and Freight, apply to S. SANDER, WIELE & Co., Agents.

Hongkong, July 9, 1900. 1507

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

THE Company's Steamship TAIWAN.

Captain HANSEN, will be despatched as above on WEDNESDAY, the 18th Inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, July 14, 1900. 1481

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship ACARA.

will be despatched for the above Port on the 28th July.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, July 10, 1900. 1253

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship CALCEAS.

Captain BRETHER, will be despatched as above on TUESDAY, the 7th August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 29, 1900. 1457

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at ALEXANDRIA, PORT DARWIN & QUEENSLAND, and sailing through the Gulf of Aden, to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EASTERN.

Captain ELLIS, will be despatched for the above Ports on THURSDAY, the 9th August, at 6 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRIA are available for Return by the Steamers of the China Navigation Company, and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, July 4, 1900. 1479

Shipping.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship HIRATSU.

will be despatched as above on TUESDAY, the 17th Inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, July 14, 1900. 1485

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY, SAMARANG & SOERABAYA.

THE Company's Steamship HANGHONG.

Capt. PHOEN, will be despatched as above on TUESDAY, the 17th Inst., at Noon.

Instead of as previously notified.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, July 13, 1900. 1490

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship LIGHTNING.

Captain J. G. SPENCE, will be despatched for the above Ports on WEDNESDAY, the 19th Inst., at 3 p.m.

For Freight or Passage, apply to D. SAERSON, SONS & Co., Agents.

Hongkong, July 13, 1900. 1524

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

(Taking Cargo at LONDON Rates).

THE Company's Steamship SARPENTON.

Captain CHIEF, will be despatched as above on FRIDAY, the 10th August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, July 13, 1900. 1521

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship RIVERPLATE.

will be despatched as above on TUESDAY, the 21st August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, July 13, 1900. 1522

Mails.

NOTICE.

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ROME, ADEN, SUZ, PORT SAID, TYNE & TRIESTE.

MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 16th July, at 10 p.m., the Co.'s Steamship SYDNEY.

Captain ALLERRE, with MAILS, PASSENGERS, SPORE, and OARGO, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the S.S. General Belin, which vessel takes on her Passengers and Mails, leaving that Port on the 28th July, direct to SUEZ, PORT SAID, and MARSEILLES.

Cargo and Special Goods will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m.; Special and Parcel until 3 p.m. on the 15th July. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, July 4, 1900. 1463

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bill of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship VALETTA, Captain F. M. TALLAN, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 21st July, 1900, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable cargo for France, and for London (under arrangement), will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed to Bombay with Transhipment.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to give the names and conditions of the Company's Bill of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, July 7, 1900. 1497

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Shipping or midway between each shore are marked s., in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Office.

4. From Harbour Master's to the Market.

5. From The Market to the Harbour Wharf.

6. From Paddar's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From East Point to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

Section.

12. From East Point to North Point.

13. From North Point to East Point.

14. From East Point to North Point.

15. From North Point to East Point.

16. From East Point to North Point.

17. From North Point to East Point.

18. From East Point to North Point.

19. From North Point to East Point.

20. From East Point to North Point.

21. From North Point to East Point.

22. From East Point to North Point.

23. From North Point to East Point.

24. From East Point to North Point.

25. From North Point to East Point.

26. From East Point to North Point.

27. From North Point to East Point.

28. From East Point to North Point.

29. From North Point to East Point.

30. From East Point to North Point.

31. From North Point to East Point.

32. From East Point to North Point.

33. From North Point to East Point.

34. From East Point to North Point.

35. From North Point to East Point.

36. From East Point to North Point.

37. From North Point to East Point.

38. From East Point to North Point.

39. From North Point to East Point.

40. From East Point to North Point.

41. From North Point to East Point.

42. From East Point to North Point.

43. From North Point to East Point.

44. From East Point to North Point.

45. From North Point to East Point.

46. From East Point to North Point.

47. From North Point to East Point.

48. From East Point to North Point.

49. From North Point to East Point.

50. From East Point to North Point.

51. From North Point to East Point.

52. From East Point to North Point.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Shipping or midway between each shore are marked s., in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Office.

4. From Harbour Master's to the Market.

5. From The Market to the Harbour Wharf.

6. From Paddar's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From East Point to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

Section.

12. From East Point to North Point.

13. From North Point to East Point.

14. From East Point to North Point.

15. From North Point to East Point.

16. From East Point to North Point.

17. From North Point to East Point.

Mails.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY.WILL despatch VESSELS to the Undermentioned PORTS on the DATES
named:—

FOR.	STEAMSHIP.	CAPTAIN.	DATE.
SHANGHAI.....	Coromandel	F. W. KIBERT, R.N.R.	About 20th July.
LONDON, &c.....	Valetta	F. M. TILLARD.	Noon, 21st July.
YOKOHAMA, Via N'SAKI & KOBÉ.	Rosette	C. C. TALBOT, R.N.R.	About 21st July.

* See Special Advertisement. † Passing through the Inland Sea. ‡ For Freight only.

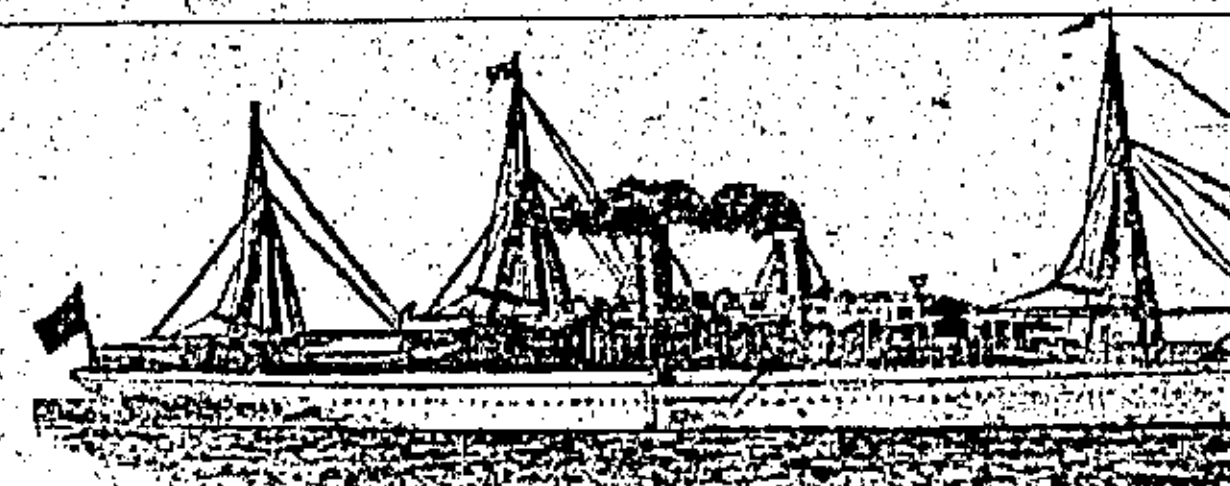
For Freight or passage, and further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, July 9, 1900.

Mails.

CANADIAN PACIFIC RAILWAY COM
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE
VIA CANADA AND THE UNITED STATES
(Callings: SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA)
SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-power—Speed 14 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ... WEDNESDAY, 18
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 18
EMPRESS OF INDIA...Comdr. O. F. Marshall, R.N.R. ... WEDNESDAY, 18THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through
INLAND SEA OF JAPAN, and usually make the voyage YOKO-
YAMA, VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a
Trans-Pacific journey, and make connection at Vancouver with the PACI-
FIC LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY,
daily, and cross the Continent FROM THE PACIFIC TO THE
ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at
Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, with
to Great Britain and the Continent are given choice of.Passengers booked through to all principal points and AROUND THE
Return tickets to various points at reduced rates. Good for 4, 6, 8 and 12
MONTHS. SPECIAL RATES (first class only) granted to Missionaries, Members
Military, Diplomatic and Civil Services, and to European Officials in
China and Japan Governments.The attractive features of this Company's route embrace its
STEAMSHIPS, (second to none in the World), the LUXURIOUS
TRANS-CONTINENTAL TRAINS (the Company having received the
for same at recent Chicago World's Exhibition) and the diversity of
MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS AND MOUNTAIN HOTELS of this route are
operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, etc.,

D. E. BROWN, Genl.

Hongkong, June 28, 1900.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA
(Freight Service).(Taking Cargo) at through rates to Antwerp, Amsterdam, Rotterdam, London,
Liverpool, Glasgow, Trieste, Genoa, Ports in the
BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Date.
S. S. WITTEBERG,	HAVRE & HAMBURG.	On 16th
Capt. HEMPEL.	(L'don with transshipment in H'burg.)	July
* S. S. SAVOIA,	HAVRE & HAMBURG.	About 7th
Capt. MUELLER.	(L'don with transshipment in H'burg.)	August
S. S. NURNBERG,	HAVRE & HAMBURG. (London	About 2nd
Capt. PFÄFF.	with transshipment in H'burg.)	August
S. S. SIBIRIA,	HAVRE & HAMBURG.	About 4th
Capt. BRAUN.	(L'don with transshipment in H'burg.)	Sept.
S. S. MARIENBURG,	HAVRE & HAMBURG. (London	About 16th
Capt. V. BIKZER.	with transshipment in H'burg.)	Sept.

* These Steamers have Superior Accommodation for Passengers
Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

Carlowitz & Co.,

Hongkong, July 6, 1900.

NORTHERN PACIFIC STEAMSHIP

PROPOSED SAILINGS FROM HONGKONG—

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
Northern Pacific Railway Co.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
Broomfield	3557	G. E. Elliott	July 28	Monshire	2872	J. Kennedy	Aug. 1
Victoria	3502	J. Fulton	Aug. 2	Proctor	3001	W. S. Thomas	Aug. 5
Queen Adelaide	3832	F. McNair	Aug. 20	Argyll	2907	W. S. Thomas	Aug. 23
Duke of Fife	3821	J. S. Cox	Sept. 6	Monshire	2872	J. Kennedy	Sept. 9

THE attention of passengers is directed to the very cheap rates offered
to the PACIFIC COAST and to the INTERIOR and EASTERN
UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £47.

Excellent accommodation. First class Table. Doctor and Stewardess.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC LINES.

HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none on the American Continent.
continental trains daily from Tacoma. Dining Car is attached to train on
day and night; Tacoma to New York in 4 1/2 days. Magnificent scenery of
and Cascade Mountains. The Yellowstone National Park route.HONGKONG TO VICTORIA, TACOMA OR PORTLAND.
The best route to the Klamath Gold Fields. Frequent sailings to
TACOMA and PORTLAND to DYER and S. C. Mitchell.HONGKONG TO YELLOWSTONE PARK AND BACK £28.
This rate covers the ocean voyage to Tacoma or Portland and back,
Tacoma or Portland to Circular and return, Sleeping and Dining Car to
Tacoma or Portland to Livingston and return, Stage Coach transported
to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins,
Lake, Grand Canyon and Falls of the Yellowstone, and return, and five
days' board at the Park Association hotels.These tickets will be sold for passage by any N. P. Steamer leaving
between 1st May and 8th August, and will be good for re-embarkation on
within four months, thus allowing ample time for hunting and fishing trip
to the tour of the Park. The round trip can be made within three months.
Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, General

Hongkong, July 6, 1900.

NIPPON YUSEN KAIS
(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Steamers.	Destinations.	Sailing Date.
MIKE MARU.	MOJI, KOBÉ & YOKOHAMA.	TUESDAY, July
S. KAWAMURA.	NAGASAKI, KOBÉ & YOKOHAMA.	SATURDAY, July
KASUGA MARU.	MARSEILLES, LONDON, and ANTWERP, Via SINGAPORE, PENANG, Colombo and Port Said.	FRIDAY, July
HITACHI MARU.	SYDNEY & MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE.	FRIDAY, July
YAWATA MARU.	SYDNEY & MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE.	FRIDAY, July

* Through Passenger Tickets and Bills of Lading issued for the
the United States, Canada and Europe, in connection with the GREAT
WAY and ATLANTIC STEAMERS.For further information as to Freight, Passage, Sailings, Etc., apply
pany's Local Branch Office at Prince's Building 1st Floor Chamber Road.

A. S. Mikara, Mgr.

Hongkong, July 3, 1900.

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID,
NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
AlsoLONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS.STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
STUTTGART	THURSDAY, 26th July.
KONIG ALBERT	THURSDAY, 9th August.
WEIMAR	THURSDAY, 23rd August.
PRINZ HEINRICH	THURSDAY, 6th September.
PREUSSEN	THURSDAY, 20th September.
HAMBURG (HAMBURG-AMERIKA LINE)	WEDNESDAY, 3rd October.
SACHSEN	WEDNESDAY, 17th October.
OLDENBURG	WEDNESDAY, 31st October.
BAVERN	WEDNESDAY, 14th November.
STUTTGART	WEDNESDAY, 28th November.
KONIG ALBERT	WEDNESDAY, 12th December.
PRINZ HEINRICH	WEDNESDAY, 26th December.

ON THURSDAY, the 26th day of July, 1900, at Noon, the Steamship
STUTTGART of the Norddeutscher Lloyd, Captain GROSCH, with
MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above,
Calling at NAPLES and GENOA.Shipping Orders will be granted till Noon, on TUESDAY, the 24th July, Cargo
and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 25th July, and
Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 25th July.
Contents of Packages are required. No Parcel Receipts will be signed for less than
\$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.The Steamer has splendid accommodation and carries a Doctor and Stewardess.
Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to Melchers & Co., Agents.

1530

U. S. MAIL LINE.
Pacific Mail Steamship
Company.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	(Tuesday, July 31, at Noon.)
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu.)	(Saturday, Aug. 25, at Noon.)
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu.)	(Tuesday, Sept. 18, at Noon.)

THE U. S. Steamship China will be
despatched for SAN FRANCISCO
via SHANGHAI, NAGASAKI, KOBÉ,
INLAND SEA, YOKOHAMA and HONO-
LULU, on TUESDAY, the 31st July,
at Noon, taking freight for Japan, the
United States, and Europe.Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.
Though Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers, and to the
principal cities of the United States or
Canada. Rates may be obtained on application.Passengers holding through ORDERS TO
EUROPE have the choice of the Overland
Rail route from San Francisco, including
the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER
and RIO GRANDE, and the CANA-
DIAN PACIFIC RAILWAY on payment
of 24 in addition to the regular fare en route.Passengers holding orders FOR OVER-
LAND OFFERS in United States have
between San Francisco and Chicago, the
option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE, and from
Chicago to destination, the choice of direct
lines.Particulars of the various routes can be
had on application.
Special rates (first class only) are granted
to Missionaries, Members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages
should be marked to address in full; value
of same is required.Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Offices, addressed to the Col-
lector of Customs, San Francisco.For further information as to Passage
and Freight, apply to the Agency of the
Company, Queen's Building.

C. L. GORHAM,

Acting Agent.

Hongkong, July 6, 1900.

THE BACK DOOR.

THE Series of Articles entitled THE
BACK DOOR, which appeared in
the China Mail, have been reprinted,
and may be obtained in Pamphlet Form
FromOccidental and Oriental
Steamship Co.TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE.

VIA

THE OVERLAND RAILWAYS,
ANDATLANTIC & OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	(Tuesday, August 7, at Noon.)
Centerville (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	(Saturday, Sept. 1, at Noon.)
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	(Thursday, Sept. 27, at Noon.)

THE Co.'s Steamship DORIC will be
despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBÉ,
INLAND SEA, YOKOHAMA and HONO-
LULU, on TUESDAY, the 7th August,
at Noon.Steamers of this line pass through the
INLAND SEA OF JAPAN and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.Through Passengers Tickets granted to
England, France and Germany by all trans-
Atlantic lines of Steamers, and to the prin-
cipal cities of the United States or Canada.
Rates and particulars of the various routes
may be obtained upon application.Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.Passenger who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year, will
be allowed a discount of 10 per cent. This
discount does not apply to through fares
from China and Japan to Europe.All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office until 5 p.m. the
day previous to sailing.Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Offices, addressed to the Col-
lector of Customs, San Francisco.For further information as to Freight
or Passage, apply to the Agency of the
Company, Queen's Building.

C. I. GORHAM,

Acting Agent.

Hongkong, July 14, 1900.

NOW ON SALE.

INDEX

TO THE

CHINA REVIEW

from

VOLUMES TO XII.

1.—LIST OF CONTRIBUTORS.

2.—ARTICLES.

3.—REVIEWS OF BOOKS.

4.—LIST OF AUTHORS REVIEWED.

PRICE, 50 CENTS.

To be had at the China Mail Office,
Messrs. KELLY & WALES, Messrs. LANE,
CRAWFORD & Co., Hongkong; and Messrs.
KELLY & WALES, Shanghai.

